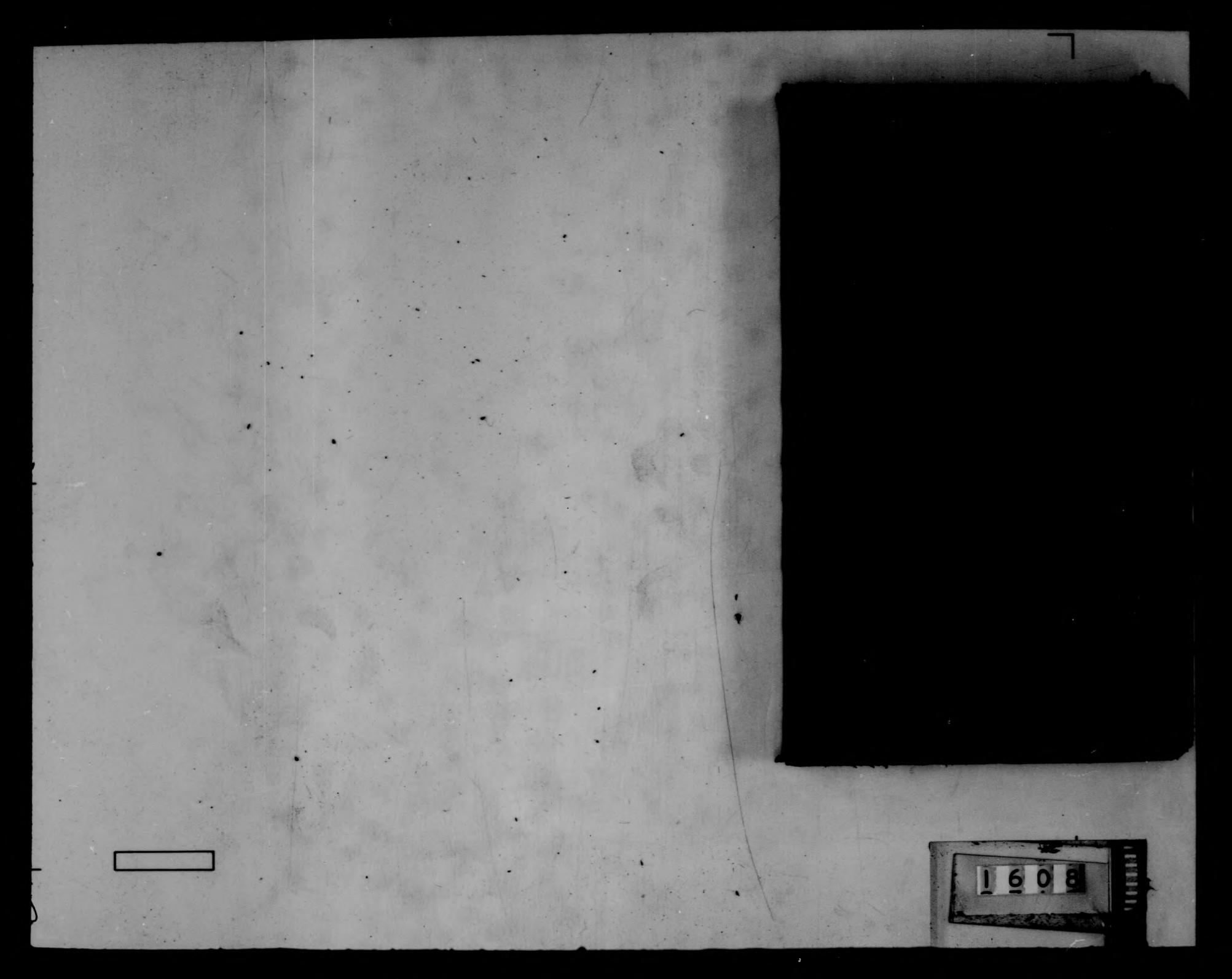

1608

Original

- Index - Cross-sections

Cont'
Cross Section Notes H 7+00 to H 47+70.8 &
Pages 1 to 19

Copy Original Cross Sections of
Sacramento River Levee H 7+00 to 75 + 20 to 22

Copy Grade Road Crossing 23 to 26

Miscellaneous 27

Road approach to church on H Line 29.

Cross-sections Road King H 7+27 to 52 37

Hood City Final X Sect. 39-41

Huth + Dameron Road Location 45

X Sect. Ditch S. of Franklin Road 48-50
Survey of 20-ft Reserve Strip
Hood City 43

Survey of Borrow Pit (Strip to
be deeded to Hood Townsite Co) 44.

1609

Orig. X Sections "H" Line Spur 706+ – 704+

Copy Cross Sections "H" Line Spur

	Elev	Grade	
"H" 706+50	18.7	23.984	
	Width of flood Way 18 ft		
	Slope 1½ to 1 on left		
	& 2 to 1 on right		
706+40 △	19.5		-9.4 / 23.1
706	17.6	Level	

(Note: For Transit notes of H Line spur see Transit Book # 16. Pages 5. For level notes see level book #13 page #6)

706+60 △

H 704+60 △

Cross Sections of Spur as Copied April 29 1910

Lt.		C.		Rt.	
14.4	18.8	18.7	18.7	19.0	19.2	20.0
-9.6	-5.3	-5.3	-5.3	-5.0	-4.8	-4.0
33.2	19.5	9°		9.0	14.0	17°

19.7 Hubs in Line with ends of steel

45°

10.8

13.3 13.5 15.1 17.6 19.5

-10.7 -10.4 -9.9 -6.4 -5.6 -5.4

25.1 30° 31° 9° 9.0

Pages 1 To 7 Used In Final Estimate No. 210

1610

Orig. X Sections "H"

	Tiller	Grade
"H" 709+50	21'	23.984
709	19.0	
708+50	19.8	
708	21.1	
707+50	18.6	
H 707	16.5	

Level

Line Spur 707 - 709 [2]

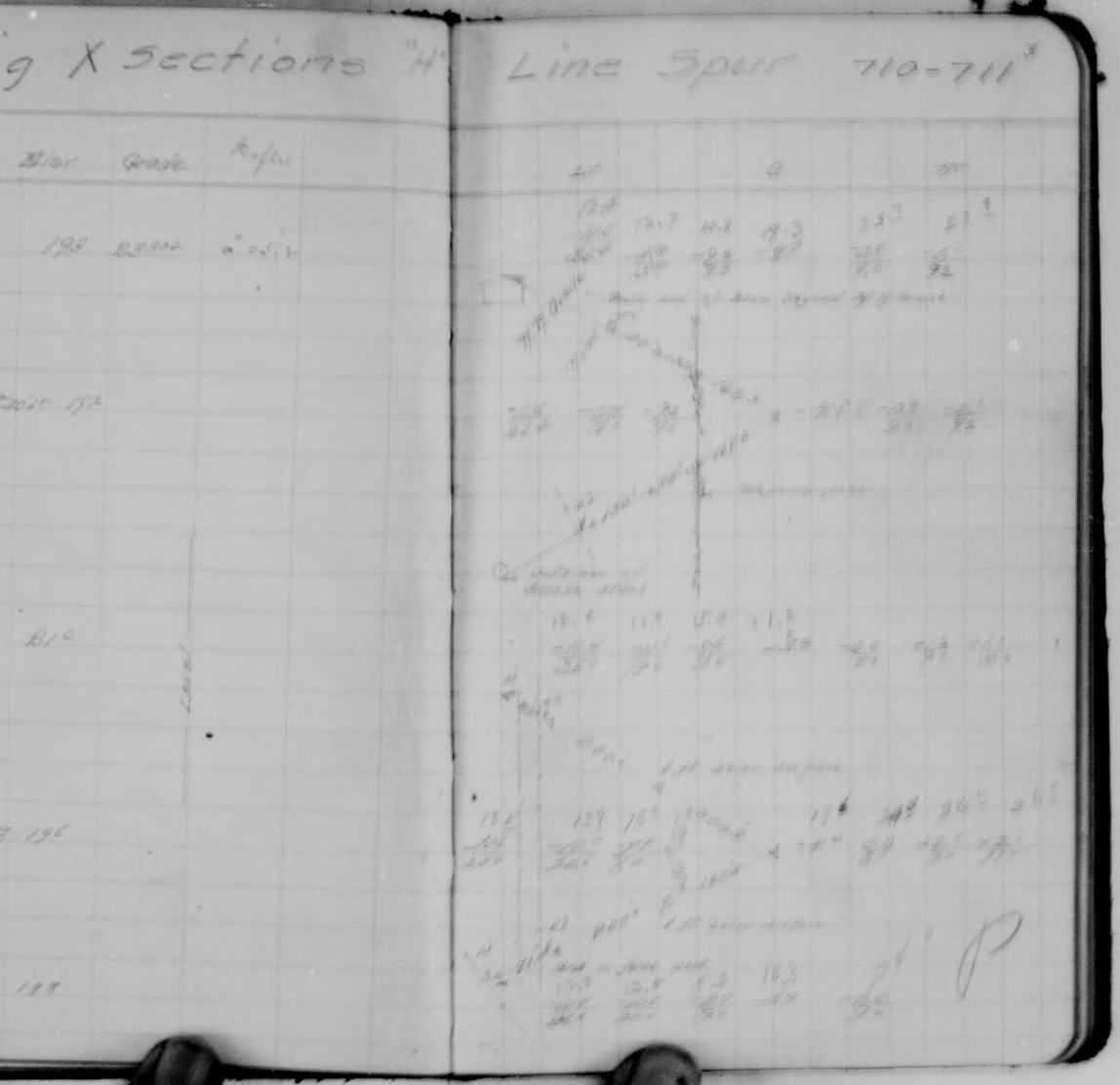
See page 20 for X Sects on Right.

Lt			℄			Rt
13.5	13.5	17.2	21.1	24.0	24.6	24.6
-1.8	-1.8	-6.8	-2.9	9.0	10.6	10.6
344	30.0	9.0		6.8	9.0	9.5
12.6	12.9	13.6	15.1	19.0	23.7	23.7
-11.4	-7.1	-10.5	-8.9	-2.5	-10.7	-6.0
36.1	30.0	10.0	9.0		9.0	9.8
12.1	12.1	14.5	19.5	23.4	23.4	
-11.9	-11.9	-9.5	-4.5	-0.6	-0.6	
26.9	30.0	9.0		9.0	10.2	
11.7	12.6	17.0	21.1	22.4	22.5	
-18.3	-11.4	-7.0	-3.9	-0.6	-0.6	
87.5	30.0	9.0		9.0	10.0	
13.7	14.1	16.3	17.6	22.3	22.2	22.9
-10.2	-7.9	-4.4	-6.4	-1.7	-1.8	-7.1
39.5	30.0	9.0		9.0	10.0	11.2
14.2	14.4	15.2	16.5	18.2	19.5	
-2.8	-2.6	-5.8	-2.5	-5.8	-1.6	
33.7	30.0	9.0		9.0	18.0	

P

Orig X Sections "H" Line Spur 710-711

	Elev	Grade	Ref
"H" 711	198		
710+97½ acc Spur	197		
+677	Blc		
710+97½ Bk to Tk	196		
H 710	197		



Orig. X Sections "H" Line Spur 711-714+

	Elev.	Grade	
"H" 714	11.7	0.39 Ø	11°20.2
713+50	12.2		9°27.7
713	12.2		7°35.2
712+50	12.2		5°42.7
712	12.7		3°50.2
"H" 711+50	15.0		1°57.7

T.E. 64+00 Lt. Spur Sta. 712+00

Level

Lt		℄		Rt	
11.5	11.5	11.4	11.6	11.6	
-10.5	-12.5	-12.6	-12.7	-12.4	
27.8	9.0		9.0	33.5	
11.8	12.1	12.2	12.3	12.2	
-12.2	-11.9	-11.8	-11.7	-11.8	
27.5	9.0		9.0	30.4	
12.1	12.2	12.2	12.3	13.2	
-11.9	-11.8	-11.8	-11.7	-10.8	
26.9	9.0		9.0	30.6	
12.3	12.2	12.2	12.4	13.4	14.6 16.3
-11.7	-11.8	-11.8	-11.6	-10.6	-9.4 -11.7
26.6	9.0		9.0	16.0	30.0 34.4
12.4	13.5	12.7	13.3	15.3	20.0
-11.6	-11.5	-11.3	-10.7	-8.6	-4.0
26.4	9.0		9.0	9.0	17.0
12.7	12.9	13.4	15.0	19.9	21.9
-11.3	-11.1	-10.6	-9.0	-6.1	-2.1
26.0	9.0	5.0		9.0	19.2

1613

Orig. X Sections "H" Line Spur 714+-716

	Elev	Grade	
"H" 716	10.7	0.3384	18°50.2
+81.9	Center of Grade Crossing		
+50	11.2	Level	16°37.7
715	11.4		15°05.2
714+83.2			14°27.4
"H" 714+50	11.6		13°12.7

Lt		C		Rt
11.1	10.9	10.7	10.8	11.2
-12.9	-12.1	-13.3	-13.2	-13.8
38.4	9.0		9.0	37.4

11.1	11.0	11.2	11.4	11.4
-12.9	-13.0	-12.8	-13.6	-13.6
38.4	9.0		9.0	37.2

11.5	11.5	11.4	10.9	11.0
-12.6	-12.8	-12.6	-13.1	-13.0
37.8	9.0		9.0	36.8

11.4	11.5	11.6	11.9	12.0
-12.6	-12.5	-12.7	-13.1	-13.0
37.9	9.0		9.0	36.8

1614

Orig. X Sections "H" Line Spur 716+ - 718+

	Elev	Grade	Bkt	Lt	C	Rt
"H" 714+91.4 C.C 70-30 Lt	8.9	23.984	29°45'14	9.4 / -11.6 / 30.9	9.5 / -11.5 / 7.0	8.9 -15.1 / 9.0
715+50	10.1		28°12'7	10.0 / -11.0 / 30.0	10.0 / -11.0 / 7.0	10.1 -12.9 / 9.0
716	11.0		26°20'2	10.8 / -13.2 / 32.8	10.8 / -11.2 / 7.0	11.0 -13.0 / 9.0
716+50	11.0		24°27'7	11.1 / -12.9 / 33.4	11.1 / -12.9 / 7.0	11.0 -12.0 / 9.0
717+97			24°21'0			
717	11.3		22°35'2	11.4 / -12.4 / 32.6	11.5 / -12.5 / 7.0	11.3 -12.7 / 9.0
"H" 716+50	11.4		20°42'7	11.1 / -12.9 / 29.4	11.4 / -12.6 / 7.0	11.4 -12.6 / 9.0

Bkt 4' east on top of small pear tree stump 100' Lt of "H" 716+50, Elev 11.966

				9.4 / -11.6 / 30.9	9.5 / -11.5 / 7.0	8.9 -15.1 / 9.0
				10.0 / -11.0 / 30.0	10.0 / -11.0 / 7.0	10.1 -12.9 / 9.0
				10.8 / -13.2 / 32.8	10.8 / -11.2 / 7.0	11.0 -13.0 / 9.0
				11.1 / -12.9 / 33.4	11.1 / -12.9 / 7.0	11.0 -12.0 / 9.0
				11.4 / -12.4 / 32.6	11.5 / -12.5 / 7.0	11.3 -12.7 / 9.0
				11.1 / -12.9 / 29.4	11.4 / -12.6 / 7.0	11.4 -12.6 / 9.0

				9.4 / -11.6 / 30.9	9.5 / -11.5 / 7.0	8.9 -15.1 / 9.0
				10.0 / -11.0 / 30.0	10.0 / -11.0 / 7.0	10.1 -12.9 / 9.0
				10.8 / -13.2 / 32.8	10.8 / -11.2 / 7.0	11.0 -13.0 / 9.0
				11.1 / -12.9 / 33.4	11.1 / -12.9 / 7.0	11.0 -12.0 / 9.0
				11.4 / -12.4 / 32.6	11.5 / -12.5 / 7.0	11.3 -12.7 / 9.0
				11.1 / -12.9 / 29.4	11.4 / -12.6 / 7.0	11.4 -12.6 / 9.0

1615

Orig. X Sections "H" Line Spur 719+ - 721+

	Elev	Grade	Lt	C	Rt
		23.994			
721	6.4	B.M. #146 at foot of fence post 50.0 Lt of H 721 Elev. 6.788	-19.2 -19.7 -19.1 -18.3 -17.6 -16.3 -15.5 -14.8 -12.9 11.8 20.0 7.0 5.0 5.0 13.0 20.0 -13.7 -14.5 30.0 35.0		
720+50	6.7		-16.4 -16.7 -17.5 -17.8 -17.3 -16.7 -14.9 -13.4 -11.7 36.5 30.0 20.0 9.0 4.0 9.0 18.5 30.0 -10.9 -10.5 -12.0 -13.7 22.0 27.0 30.0 36.5		
720	6.5		-15.6 -15.9 -17.0 -17.7 -17.6 -17.0 -15.6 -13.9 -13. 32.5 30.0 20.0 7.0 4.0 9.0 20.0 27. -11.0 -11.2 -12.6 -14.1 28.0 30.0 32.0 41.5		
719+21.1	8.0		8.2 8.7 8.8 8.0 7.9 8.3 12.7 13.1 -14.3 -15.2 -16.5 -16.0 -16.1 -15.7 -12.9 -10.9 7.8 9.0 5.0 7.82 11.5 30.0 33.0 -15.8 19.8		

1616

Orig. X Sections "H"

Line Spur 721+ - 724.

	Elev.	Grade		Lt.	C	Rt.
1+00	6.6	23.994	-12.9 / 38.7	-12.8 / 30.0 -12.6 / 30.0 -12.5 / 7.0 -12.6 / 7.0 -12.5 / 30.0 -14.7 / 35.0 -17.0 / 40.0 -16.8 / 42.8	-17.4	-16.5 / 6.0 -15.5 / 9.0 -11.7 / 30.0 -11.8 / 38.0
723+50	7.0			-13.0 / 37.8 -13.1 / 30.0 -12.8 / 7.0 -12.6 / 7.0 -16.0 / 40.0 -17.0 / 42.0	-17.0	-16.4 / 4.0 -14.5 / 9.0 -10.8 / 30.0 -11.0 / 38.0 -10.1 / 36.0
722	7.7			-13.2 / 37.8 -13.1 / 9.0 -12.9 / 8.0 -12.8 / 7.0 -13.6 / 35.0 -14.4 / 40.0	-16.3	-13.4 / 9.0 -11.1 / 17.0 -10.6 / 20.0 (V-T / 25.9) 17.4 43. -11.5 / 30.0
720+50	6.6	Corr.	-13.5 / 36.8	-13.7 / 30.0 -13.2 / 30.0 -13.5 / 7.0 -12.9 / 5.0 -14.6 / 35.0	-17.4	-16.2 / 5.0 -14.1 / 9.0 -11.6 / 17.0 -11.2 / 30.0 -13.4 / 38.0 -14.2 / 40.0 -16.8 / 42.6
720	6.8		-13.5 / 38.3	-13.4 / 30.0 -13.6 / 30.0 -13.1 / 9.0 -12.8 / 9.0 -13.4 / 35.0	-17.7	-16.3 / 5.0 -14.8 / 9.0 -13.0 / 15.0 -12.0 / 30.0 -14.8 / 38.0 -16.9 / 42.4
719+50	5.9		-12.8 / 38.7	-13.3 / 30.0 -13.2 / 30.0 -13.1 / 9.0 -12.5 / 5.0 -13.8 / 35.0	-18.1	-15.9 / 9.0 -14.9 / 9.0 -12.0 / 30.0 -12.2 / 38.0 -16.7 / 40.0 -16.9 / 42.3

1617

Orig. X Section "H" Line Spur 724+727

	Elev	Grade	Lt.	℄	Rt.
"H" 727	6.3	27.994	-14.6/30.3 -15.1/15.0 -17.2/9.0 -17.7 -17.4/9.0 -14.2/15.6 -10.2/36.5 -10.1/29.2		
726+50	9.2		-14.4/30.6 -15.1/9.0 -14.0 -14.8/9.0 -13.8/17.0 -10.3/25.0 -10.2/29.2		
726	6.4		-16.5/32.3 -17.4/21.5 -18.0/9.0 -17.6 -17.8/8.5 -13.2/6.0 -14.8/9.0 -11.0/21.8 -10.8/30.6		
725+50	6.4		-20.1/29.2 -20.1/9.0 -19.8/5.0 -18.2/2.0 -17.6 -14.3/6.0 -15.1/9.0 -11.8/19.5 -12.8/47.0 -18.1/42.0 -17.8/44.6		
725	5.2		-20.2/39.3 -20.7/20.0 -21.1/9.0 -21.0/7.0 -18.8 -15.9/9.0 -16.2/20.0 -17.2/30.0 -19.6/40.0 -18.1/45.2		
"H" 724+50	6.2	-20.2/39.3	-20.8/30.0 -20.0/30.0 -20.0/9.0 -19.7/6.0 -17.8 -18.1/5.0 -16.9/9.0 -18.4/19.0 -17.0/30.0 -12.4/27.6 -12.9/30.0 -14.9/35.0 -18.2/46.4		

1618

Orig. X Sections "H" Line Spur 727+-730

	Elev	Grade	Lt			C			Rt
H" 730	7.0	23.984	-14.4 / 30.6	-15.1 / 15.0	-16.4 / 9.0	-17.0	-16.9 / 9.0	-16.9 / 11.0	-9.6 / 28.0
729+50	6.1		-14.8 / 31.2	-14.7 / 12.0	-16.9 / 9.0	-17.9	-17.8 / 9.0	-9.8 / 28.6	
729	6.1		-15.0 / 31.5	-14.7 / 16.0	-17.0 / 9.0	-17.9	-17.7 / 9.0	-17.6 / 19.0	-9.8 / 29.6
728+50	6.0		-14.8 / 31.2	-15.2 / 17.0	-17.6 / 9.0	-18.0	-17.8 / 9.0	-10.6 / 28.0	-10.7 / 30.4
728	6.0		-15.1 / 31.7	-16.0 / 15.0	-17.2 / 9.0	-18.0	-17.6 / 9.0	-10.1 / 29.2	
H" 727+50	6.1		-14.7 / 31.1	-15.3 / 15.5	-17.4 / 9.0	-17.9	-17.4 / 9.0	-9.8 / 28.4	

Level

B.M.# Head of foot of fence post 50' Lt of H" 728+50, Elev 8.992

1619

Orig. X Sections. "H"

Line Spur 730+-733 "

	Elev.	Grade	Lt		C		Rt	
H733	6.6	0.732	-15.6 / 30.4	-15.6 / 16.0	-17.7 / 9.0	-17.4	-17.3 / 9.0	-9.8 / 27.6
732+50	6.6		-15.6 / 30.4	-16.2 / 13.0	-17.0 / 9.0	-17.4	-17.0 / 9.0	-16.7 / 11.0	-9.8 / 27.6
732	6.9		-16.3 / 32.0	-16.8 / 12.0	-16.4 / 9.0	-17.3 / 6.0	-17.1	-16.9 / 9.0	-9.4 / 27.8
731+50	6.7		-15.3 / 32.0	-16.2 / 16.0	-16.5 / 9.0	-17.2 / 7.0	-17.3	-16.7 / 9.0	-9.2 / 27.9
731	6.7		-15.3 / 32.0	-14.9 / 14.0	-16.7 / 9.0	-17.3 / 9.0	-17.3	-17.0 / 9.0	-9.0 / 27.0
H730+50	7.1		-14.6 / 30.9	-14.7 / 16.0	-16.7 / 9.0	-16.9	-17.1 / 9.0	-9.5 / 28.0

1620

Orig. X Sections "H"

	Elev.	Grade
H 735	7.2	0.5982
734+30	5.8	
734	6.1	
733+50	6.7	
733+25		

Line Spur 733+ - 735.

12

Lt. C Rt.

-16.6 -18.7 -18.8 -18.6 -16.8 -12.9 -10.8 -10.8 -15.8
323 20° 9.0 6.0 9.0 15° 19° 19° -16.9 336

-16.4 -18.3 -18.0 -12.2 -10.4 -10.5 -14.7 -19.5
33.2 9.0 9.0 30° 35° 36° 39°

-16.2 -18.6 -17.6 -17.8 -17.9 -17.6 -14.7 -10.2 -9.2
324 17° 17.0 9.0 6.0 9.0 25° 27.6

-16.5 -16.5 -17.5 -17.9 -17.5 -16.2 -9.1
323 11° 9.0 2° 9.0 27.2

Back of new barn
on Mr. Johnston lot

100' 200' 300' 400'

68 ft.

50' 100'

ft. under Lft below surface of ground

From Back of Mrs. F. Johnston's residence

P

1621

Orig. X Sections. "H" Line

Spur 735+ - 738

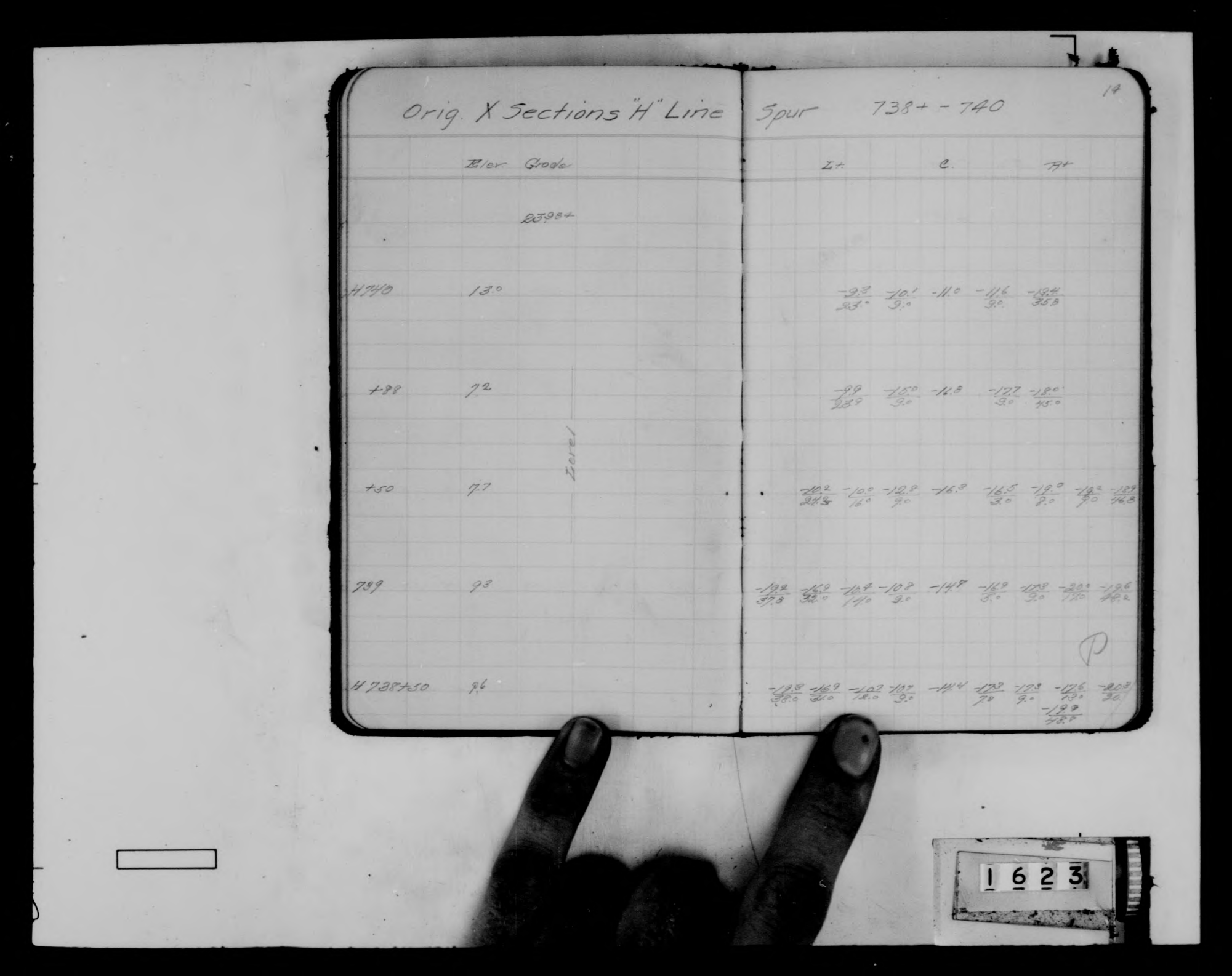
	Elev	Grade			Lt.					Cl.					Rt.				
H 738	11²	23984	-19.7 / 38.6	-17.8 / 38.0	-19.2 / 14.0	-10.9 / 9.0	-4.9 / 5.0	-12.5	-16.7 / 9.0	-14.2 / 15.0	-12.6 / 18.0	-15.9 / 24.0	-18.2 / 38.0	-16.5 / 40.0	-16.9 / 42.2				
737+50	18²		-19.8 / 38.7	-18.4 / 39.1	-17.2 / 23.0	-14.2 / 7.0	-11.2 / 8.0	-10.2 / 3.0	-11.8	-15.2 / 9.0	-17.2 / 15.0	-17.6 / 30.0	-20.0 / 34.0	-18.5 / 39.0	-16.6 / 42.2				
737	19¹		-19.5 / 38.3		-19.6 / 34.0	-19.0 / 17.0	-13.6 / 9.0	-11.1 / 3.0	-10.9	-14.5 / 3.0	-17.5 / 21.0	-18.0 / 26.0	-18.0 / 34.0	-17.1 / 36.0	-16.6 / 42.2				
736+50	13²				-19.5 / 38.3	-17.0 / 19.0	-17.0 / 15.0	-14.1 / 7.0	-10.6	-10.9 / 3.0	-12.8 / 3.0	-17.8 / 33.0	-17.2 / 37.0	-18.0 / 39.0	-17.2 / 43.4				
736	11³				-19.3 / 38.0	-19.4 / 16.0	-16.4 / 9.0	-13.2	-10.2 / 3.0	-11.0 / 8.0	-11.4 / 20.0	-16.8 / 37.0	-17.8 / 39.0	-17.7 / 39.8	-16.4 / 41.9				
H 735+50	8³				-19.2 / 37.8	-19.0 / 9.0	-16.2 / 7.0	-15.7	-12.0 / 9.0	-11.0 / 23.0	-11.3 / 14.0	-16.8 / 29.0	-15.6 / 40.2						

B.M.# H. hub at foot of fence post 50' Lt. H 737+50. Elev. 7901

1622

Orig. X Sections "H" Line Spur 738+ - 740

	Elev. Grade	Lt.	C.	Rt.
	23.98+			
H740	13.0	-9.3 / 23.0	-10.1 / 9.0 -11.0	-11.6 / 9.0 -18.4 / 35.8
+88	7.2	-9.9 / 23.9	-15.0 / 9.0 -14.8	-17.7 / 9.0 -18.0 / 45.0
+50	7.7	-10.2 / 24.3	-10.0 / 16.0 -12.8 / 9.0	-16.3 -16.5 / 9.0 -18.7 / 9.0 -19.2 / 9.0 -18.9 / 46.8
739	9.3	-19.2 / 37.8	-16.2 / 32.0 -10.7 / 14.0	-10.8 / 9.0 -14.8 -16.9 / 9.0 -17.8 / 9.0 -20.0 / 17.0 -19.6 / 44.2
H738+50	9.6	-19.8 / 38.0	-16.9 / 24.0 -10.2 / 12.0 -10.7 / 9.0	-14.4 -17.9 / 7.9 -17.3 / 9.0 -17.6 / 13.0 -18.9 / 48.7 -20.8 / 36.1



Orig. X Sections. "H" Line Spur. 740+

15

	Bldg. Grade	Lt.	C	Rt.
	23.34			
"H" 740+63	3.2	-15.4 / 32.0	-16.5 / 21.0	-16.7 / 21.0	-20.3 / 9.0	-20.8	-20.4 / 9.0	-19.8 / 19.6
	B.M. on Wind mill tower NW corner - 100' Rt. H740+63 Elevation 12.325							
740+33	5.6	-13.0 / 33.5	-14.6 / 25.0	-15.0 / 16.0	-18.1 / 9.0	-18.4	-18.6 / 9.0	-16.6 / 10.2
740+09	14.9						-9.2 / 9.0	-9.1 / 9.0	-9.1	-9.0 / 9.0	-9.4 / 39.8
H 740+63 ± B.C	14.6 T.S	-8.9 / 33.4	-8.9 / 9.0	-9.4	-9.3 / 9.0	-10.1 / 30.2

Zero

Broad in fence post

Hub 1 ft. below surface

Broad in fence post

1624

Orig. X Sections. "H" Line Spur. 740+ - 742+

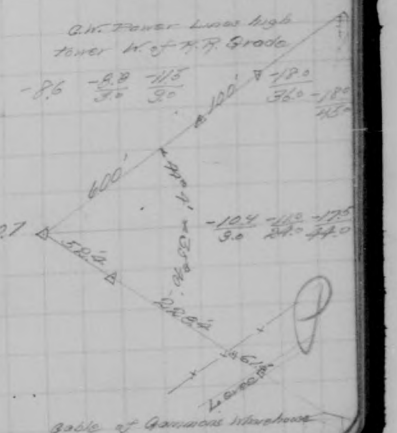
	Elev.	Grade	L+	C	R+
		83.992			
H 740+96	58		-18.6 / 36.9	-18.6 / 9.0	-18.4 -15.7 / 9.0 -11.2 / 18.0 -11.1 / 30.2
742	57		-19.5 / 39.3	-19.0 / 9.0	-18.6 -18.3 / 9.0 -18.2 / 18.0 -11.5 / 30.0
741+50	38		-20.2 / 39.3	-20.4 / 9.0	-20.2 -20.1 / 9.0 -18.1 / 27.0 -16.6 / 42.2
741	19		-18.2 / 36.3	-19.0 / 9.0	-20.2 -21.2 / 9.0 -20.7 / 9.0 -19.8 / 48.2
"H" 740+39.2 a c.c.	3°	10°21'17"	-18.5 / 36.8	-18.6 / 9.0	-20.8 -21.0 / 9.0 -20.6 / 9.0 -19.8 / 48.6

1625

Orig. X Sections "H" Line Spur 742+ - 743+

	Elev.	Grade
H 742+50	3.8	23°84
743+00	9.3	
743	9.8	
742+75	15.4	
"H" 742+50 ±	13.8	

L+	C	T+
-17.8 / 35.7	-19.0 / 22.0	-20.2 / 3.0
-20.2	-22.0 / 9.8	-19.8 / 48.4
-11.8 / 26.0	-13.6 / 20.0	-15.2 / 3.0
-14.7	-15.7 / 3.0	-18.7 / 48.4
-10.2 / 24.3	-12.0 / 3.0	-14.2
-14.7 / 3.0	-17.5 / 3.0	-18.4 / 47.8
-7.1 / 22.7	-9.6 / 9.0	-8.6
-9.8 / 3.0	-11.5 / 3.0	-18.0 / 36.0
-18.9 / 37.2	-18.8 / 39.0	-18.4 / 3.0
-10.7	-10.4 / 3.0	-11.0 / 24.0
	-17.5 / 44.0	-18.0 / 46.0



1626

Orig. X. Sections. "H" Line Spur. 744 - 746+

	Elev	Grade	Lt	C	Rt
H 746+60.	11.5	23.384	-2.8 / 13.2	5.0 / 9.0	-12.5	-11.8 / 9.0	-17.1 / 20.0	-18.4 / 45.8
746	9.5		-5.8 / 17.7	-7.6 / 10.0	-12.0 / 9.0	-16.5	-17.5 / 9.0	-19.0 / 20.0	-19.1 / 47.2
745+60	5.1		-12.0 / 27.0	-16.2 / 17.0	-17.7 / 9.0	-18.9	-19.6 / 9.0	-19.1 / 47.2
745	4.9		-17.0 / 34.8	-18.5 / 9.0	-19.1	-19.3 / 9.0	-19.1 / 47.2
744+50	4.0		-17.9 / 35.9	-19.6 / 9.0	-20.0	-20.0 / 9.0	-19.9 / 47.2
H 744	3.7		-20.6 / 39.9	-20.9 / 9.0	-20.8	-20.8 / 9.0	-20.4 / 49.8

Level

P

1627

Orig. X Sections "H" Line

Spur. 746+ — "H" 747+08
"D" 747+08

19

	Elev	Grade
	152	23.984
"H" 747 + 08 ⌂	12.91	54
"D" 747 + 08 ⌂ on 0°30' Lt		
747	14.9	
"H" 746 + 76.5 ⌂ E.E.	14.4	

Lt.						
12 / 10.5	2.8 / 9.0	2.8	1.24 / 9.0	15.0 / 15.0	16.0 / 30.0	1.61 / 43.2
7.1 / 10.7	2.1 / 9.0	2.1	1.39 / 9.0	15.8 / 20.0	16.5 / 30.0	1.70 / 43.0
4.4 / 11.1	2.6 / 9.0	2.6	1.34 / 9.0	16.1 / 20.0		1.71 / 43.2

Orig. X Sections "H" Line

River Levee 706-709

20

- Copy -
Original Cross Sections of River Levee

Sta "H" 706 to H 715

March 8, 1910
Copied from Field Book

Sta. C. Right

H706	21.4 / 20.6	21.9 / 30.0	21.4 / 37.0	18.6 / 40.0	17.0 / 48.0		
+50	18.4 / 10.0	18.6 / 17.0	19.6 / 30.0	20.0 / 37.0	19.2 / 50.0	16.8 / 40.0	
707	19.7 / 20.0	19.4 / 30.0	18.8 / 35.0	18.4 / 40.0	17.4 / 50.0		
+50	22.5 / 20.0	22.2 / 28.0	21.0 / 30.0	19.7 / 37.0	16.6 / 40.0	15.0 / 48.0	
708	23.2 / 10.0	23.2 / 20.0	20.0 / 27.0	18.7 / 30.0	17.6 / 35.0	15.7 / 40.0	
+50	23.0 / 8.0	23.0 / 10.0	23.4 / 20.0	22.5 / 25.0	19.3 / 30.0		
709	23.7 / 10.0	24.1 / 20.0	21.7 / 26.0	19.1 / 30.0	17.7 / 36.0	17.1 / 40.0	

H706	17.4 / 50.0	16.9 / 60.0	16.8 / 62.0	11.9 / 66.0	W.S.		
+50	16.2 / 50.0	16.0 / 60.0	14.0 / 63.0	11.9 / 65.4	W.S.		
707	15.4 / 57.5	12.2 / 60.0	11.9 / 67.0	W.S.			
+50	14.4 / 48.0	11.9 / 49.0	W.S.				
708	17.9 / 46.0	15.0 / 50.0	16.0 / 56.0	13.7 / 58.5	11.9 / 60.0	W.S.	
+50	17.7 / 35.0	15.9 / 40.0	12.9 / 47.0	15.1 / 50.0	13.4 / 57.0	11.9 / 58.5	W.S.
709	15.8 / 50.0	14.8 / 53.0	11.9 / 54.5	W.S.			

P

1629

Original X Sections "H" Line — River Levee — 709-712

21

Sta C. Right

Sta	C.	Right										
H 709+50		24.5 / 10.0	24.5 / 20.0	22.4 / 26.0	20.1 / 30.0	17.8 / 35.0	16.6 / 40.0	14.5 / 50.0	14.0 / 54.5	11.9 / 55.0	W.S.	
710		24.8 / 10.0	25.2 / 20.0	24.3 / 24.0	20.2 / 30.0	18.0 / 35.0	17.0 / 40.0	15.5 / 50.0	14.5 / 54.5	11.9 / 56.0	W.S.	
+67.7		24.0 / 10.0	25.5 / 12.0	25.4 / 20.0	25.4 / 26.6	20.0 / 30.0	19.2 / 36.0	17.7 / 40.0	16.4 / 46.0	15.3 / 50.0	13.5 / 57.0	11.8 / 58.5 W.S.
711		24.5 / 12.0	25.7 / 13.0	25.7 / 20.0	25.7 / 25.5	23.0 / 30.0	19.2 / 36.0	18.1 / 40.0	16.4 / 52.0	14.9 / 55.0	11.9 / 58	W.S.
+50		24.9 / 12.2	25.2 / 20.0	23.9 / 28.0	21.5 / 40.0	19.6 / 43.0	12.5 / 50.0	15.7 / 60.0	15.3 / 64.5	11.8 / 65.3	W.S.	
712		22.2 / 20.0	25.3 / 26.0	25.4 / 30.0	24.9 / 40.0	23.5 / 44.0	21.6 / 50.0	17.1 / 60.0	16.1 / 67.0	15.5 / 70.0	14.1 / 76.0	14.2 / 80.0	11.9 / 84.0 W.S.
+50		19.7 / 30.0	23.4 / 37.0	24.7 / 40.0	24.5 / 50.0	23.9 / 54.0		21.9 / 60.0	19.8 / 65.0	18.9 / 70.0	17.7 / 75.0	17.0 / 80.0	15.3 / 88.0	11.8 / 91.0 W.S.

Orig X Sections "H" Line

River Levee 713-715

Sta.	℄	Right											
4+13		12.7 / 26.0	13.8 / 34.0	18.3 / 44.0	21.9 / 50.0	24.1 / 58.0		24.8 / 57.0	25.0 / 70.0	43.6 / 115.0	18.8 / 132.0	14.5 / 112.0	11.8 / 114.0 WSO
+50		12.0 / 80.0	12.5 / 86.0	15.9 / 62.0	19.0 / 69.0	22.5 / 77.0	24.2 / 82.0	24.2 / 94.8	21.4 / 100.0	17.5 / 111.0	15.6 / 124.0	18.0 / 132.0	15.3 / 138.0 / 11.8 / 143.0 WSO
5+14		11.7 / 50.0	12.2 / 82.0	15.1 / 89.0	20.1 / 98.0	23.4 / 108.5	24.2 / 111.0	23.8 / 123.0	23.9 / 126.0	19.5 / 133.0	16.8 / 145.0	14.4 / 162.0	12.5 / 171.0 / 11.2 WSO 179.0
+50		12.1 / 60.0	12.4 / 71.0	12.5 / 79.0	9.9 / 110.0	15.9 / 132.0	21.2 / 139.0	25.3 / 149.0	25.4 / 164.0	21.7 / 172.0	17.5 / 188.0	13.6 / 199.0	11.2 WSO 201.5
7+15		12.2 / 50.0	12.4 / 100.0	13.5 / 138.0	17.6 / 152.0	19.7 / 169.0		24.0 / 181.0	26.9 / 189.0	26.2 / 205.0	20.4 / 216.0	17.1 / 229.0	15.1 / 241.0 / 11.5 WSO 249.0

P

1631

on Right

Orig. X Sections "H" Line

Grade Road Xing 715+51 9

Cross Sections of Grade Road Crossing 90°00 Right of H 715+51.9

Sta.	Elev.	Grade
H 715+51.9 on 7°30' Lt. = 0+00.00 90°00.0 Right		25.68
0+00		25.68
0+84		23.98
0+50		23.98
1+00		23.98
H 29.6		23.98 Level
1+50		23.98
1+70		23.98

Lt.		Q	Pt	March 25, 1910 Copied May 6, 1910
				24.1
-1.6	-1.6	-1.6		
14.4	12.0			
				11.4
-12.8	-12.7	-12.6		
31.2	12.0			
				11.6
-12.7	-12.0	-12.4		
31.1	12.0			
				12.2
-10	-11.4	-11.8		
29.7	12.0			
				13.2
-9.8	-10.1	-10.7		
26.7	12.0			
				5.2
-5.7	-7.2	-8.2		
30.6	12.0			
				24.0
	0.0	0.0		
	12.0			

Road Williams N.E.R. Chord pursuing an Right which is all interpolation to grade See notes 20 to 22, for original Cross sections

Width of Roadway 24'
Slope 1½ to 1
Grade Level

1632

X Section "H" Line on Left

-Copy-

Cross Sections of Grade Road -

Sta.	Elev. Grade
"H" 715+51.2 on 98°00' Lt. Grade on 98°00' Left	25.684
0+00	25.684
0+50 C. Left	25.474
1+00	25.054
1+50	24.214
2+00	23.814
2+50	21.64
3+00	19.54
3+50	17.54
4+00	15.43

Pages 1 To 2 Used In Final Estimate No. 2 1/2

Grade Road Xing 715+51.2 24

Crossing 98°00' Left "H" 715+51.2

Lt.		C		Rt.
-3.0 / 16.5	-4.1 / 12.0	21.6 -4.1	-4.7 / 12.0	-8.0 / 24.0
-3.0 / 16.5	-4.1 / 12.0	21.6 -4.1	-6.9 / 18.0	-8.8 / 31.2
-3.2 / 16.8	-4.2 / 12.0	21.4 -4.1	-6.9 / 18.0	-8.6 / 30.9
-3.0 / 16.5	-4.1 / 12.0	20.0 -5.1	-7.2 / 18.0	-8.5 / 32.8
-7.4 / 28.1	-11.1 / 12.0	11.2 -13.0	-14.4 / 18.0	-14.5 / 39.8
-11.6 / 29.4	-11.5 / 12.0	11.2 -11.6	-11.6 / 12.0	-11.8 / 35.4
-9.8 / 26.7	-9.7 / 12.0	10.4 -9.7	-9.8 / 18.0	-9.7 / 29.2
-8.0 / 24.0	-8.1 / 12.0	11.4 -7.9	-8.1 / 18.0	-8.0 / 30.0
-5.9 / 21.5	-6.2 / 12.0	9.4 -6.2	-6.9 / 18.0	-6.4 / 27.6
-4.9 / 19.1	-4.9 / 12.0	11.1 -4.9	-4.7 / 18.0	-4.7 / 25.1

X Sections H"Line

Sta.	Elev	Grade
1+00		15.114
2+00		12.914
2+20		12.914

Grade Road Xing (Cont.) #6

715+51?

Lt.	C.	Rt.
-12 / 13.8	-11 / 12.0	11.2 -11 / -12 / 12.0
		-4.8 / 14.0
-0.0 / 12.0	10.9 -0.0	-0.0 / 12.0

Width of Roadway 24.0

" " " " on curve 30.0

Slope 1½ to 1

Grade 7%

* Hub on Tangent produced 17.0 from 1+46.8 EC.

X Sections "H" Line

Copy

Grade Road Crossing - 66° 04'

" "

9 to

	Elev.	Grade
"H" 906+19.25 △ on tang = 0+00 △	23.9	25.694
0+23	23.1	25.694
0+39.2 △ B.C. Right	19.9	24.854
0+50	17.9	23.724
0+75	13.7	21.874
1+00	12.7	20.224
+25	12.3	18.474
+50	12.3	16.724
1+52.5 E.C.	12.4	16.524
2+00	12.0	13.224
2+15	12.15	12.174

△ = 66° 04' Rt. 10 1/2°
D.T. = 52.5' L. Cur. 118.7

Width of Top of Fill 24 ft
Slope 1½ to 1
Grade 1 ft

Grade Road Xing 706+19.25

Last "H" 706+19.25 △

L	C			
				April 22, 1920
BM. 12.543				
-3.1 / 16.7	-3.1 / 12.0	-1.8	-1.8 / 12.0	-1.8 / 14.0
-2.3 / 20.9	-2.8 / 12.0	-2.6	-2.4 / 12.0	-1.4 / 14.0
-9.6 / 24.9	-8.5 / 18.0	-9.7 / 12.0	-6.0	-1.1 / 12.0	-0.9 / 14.0
-10.7 / 31.1	-8.2 / 15.0	-7.7 / 12.0	-5.8	-2.9 / 12.0	-2.6 / 14.0
-8.5 / 52.8	-9.2 / 18.0	-8.7	-8.4 / 12.0	-2.4 / 14.0
-7.9 / 39.9	-7.5 / 18.0	-7.5	-7.6 / 12.0	-2.4 / 58.1
-6.0 / 37.0	-6.0 / 12.0	-6.2	-5.6 / 12.0	
-3.9 / 23.9	-3.8 / 12.0	-4.1	-1.9 / 12.0	
-1.0 / 13.0	-1.0 / 10.9	-1.2	-0.8 / 12.0	
	-0.0 / 12.0	-0.0	-0.0 / 12.0	

Pages 27 To Used In Final Estimate No. 2 //

1635

"H" 706 to 714 = 800' reported up to grade.

Original transit notes, property lines, topography of M.E. church property etc. in Sacramento office

O.E. Dyson

1636

Road Approach to Church

" "H" Line Barn Spur morning church property "

Sta		Grade
0+00	0+00 lights 11 ft fr. Barn.	12.2
+25		14.7
+50		17.2
+75		19.7
1+00		22.2
+25		24.7
1+35		25.7

Pages ~~2 To~~ Used In Final Estimate No. 2

10% grade 16' Roadbed 29
1½ - 1 Slope.

L.	C.	R.
-0.9 9.4	-0.9	-0.9 9.4
-3.1 12.6 -3.1 8.0	-2.8	-2.6 8. -2.4 11.6
-2.7 12.0 -3.0	-3.4	-4.7 8. -4.6 14.9
-2.9 12.4 -4.3 8.	-6.3	-3.1 8. -3.1 12.6
-1.7 10.6 -2.2 8.	-2.8	0.0 8.0
-1.6 10.4 -1.5 8.	0.0	+1.1 8. +1.1 9.1
-1.6 10.4 -0.5 8.	0.0	

1637

X Sections of Road

~~Page~~ Grade 37 ~~To~~ Used In

Estimate No. 219

- 0+42.1 Left on Right

0 = 10' out on Right } 25.100
H742+92

0+50	21.6
1+00	18.8
1+50	14.6
1+66	13.5
1+76	12.8

*Note add for Hole filled adjacent to Road Xing
20×18×55 = 256.7 C.Y.

on

0 = 10' out on Left } 25.1

0+25	23.18
0+50	21.25
0+65	20.00

Xings at H. 742+92.

Road 16 wide

Grade -7.0 feet West

C. -7.7 " E. East

0.0 0.0 0.0
8.0 8.0

-18.8 -18.0 -11.0 -7.0 0.0
36.2 22. 12.0 8.0

-13.0 10.6 -5.6 -4.1 0.0
27.5 15. 8. 8.0

-3.0 -3.0 -2.9 -2.0 -1.1
12.5 8. 8.0 9.1

-0.9 -0.9 -1.1 -1.3 -4.0 -6.7 -5.2
9.1 8. 2. 8.0 13. 15.8

0.0 0.0 -0.7 -1.6 -4.0
8.0 8. 8. 14.0

0.0 0.0 0.0
8.0 8.0

Left Grade -7.7 per ft.

0.0 0.0 0.0
8.0 8.0

-15.6 -16.0 -3.5 -3.8 -3.9 -8.0 -9.4
31.4 27. 8.0 8.0 18. 23.1

-2.0 -2.0 -1.7 -1.9 -2.0
11.0 8. 8. 11.0

0.0 0.0 0.0
8.0 8.0

1638

Pages 37 To 41 Used In
Final Estimate No. 210

1639

Y H. LINE
Final X Sections of
Material thrown up by Dredges.

Sta:	Grade . . . .
	23.984
H.706	
+50	
707	
+50	
708	
+50	
709	
+50	
710.	

39

Sand Fill Hood City.
Vulcan + Neptune Feb 7/11.

L.	C.	R.
13.2 18.9 21.6 23.2 24.7 24 17.8 17.4 -10.8 -5.4 -2.4 -0.7 +0.7 0.0 -6.2 -6.6 50. 30. 9. 9 28. 46. 50.		
14.4 24. 25. 25. 24.5 24.0 19.4 18.3 16.0 -9.6 0.0 +1.0 +1.0 +0.5 0.0 -4.6 -5.7 -8.0 60.2 41. 9. 9. 24. 35. 50. 60.		
14.2 24.0 24.0 24.0 22.4 17.2 15.2 11.9 -9.8 0.0 0.0 0.0 0.0 -1.6 -4.8 -6.8 -12.1 58.6 39. 7. 9. 37. 44. 60. 64.		
13.7 15.3 24. 24.6 24.5 24.5 24. 22.5 18.4 16.6 -10.3 -8.7 0.0 +0.6 +0.5 +2.5 0.0 -3.5 -5.6 -7.4 71. 60. 38. 9. 9. 25. 33. 40. 40		
11.7 15.5 24. 24.4 24.4 24.6 24. 22.3 15.7 -12.3 -8.5 0.0 +0.4 +0.4 +0.6 0.0 -1.7 -8.3 84. 60. 40. 9 9. 29. 34. 40		
12.0 15.0 24. 24.8 24.6 24.3 24. 16.4 15.1 -12.0 -9.0 0.0 +0.8 +0.6 +0.3 0.0 -7.6 -8.9 84. 66. 41. 9. 9. 29. 47. 50.		
12.4 12.9 24. 24.5 24.4 24.2 24 15.9 15.3 -11.6 -11.1 0.0 +0.5 +0.4 +0.2 0.0 -8.1 -8.7 74. 67. 45. 9. 9 29. 46 50.		
12.7 23.1 24. 23.6 24.6 24.3 24. 18.3 15.9 14.5 -11.3 -0.9 0.0 +0.6 +0.6 +0.3 0.0 -5.7 -8.1 -9.5 64.0 47. 41. 9. 9. 29. 39. 42 50.		
12.3 24. 25.3 25.0 25.4 24 17.0 -11.7 0.0 +1.3 +1.0 +1.4 0.0 -7.0 65.0 46. 9. 9. 24. 40.		

"H" LINE
FINAL X Sections of Sand Fill.
Material thrown up by Dredger.

Hood City.

Feb 7/11 40

Sta:	Grade	L									C										R.
7+10+67.7	23.984			12.4	24	25.5	25.9	25.8	25.8	24	19.2										
				-11.6	0.0	+1.5	+1.9	+1.8	+1.8	0.0	-4.8										
				74.	54.	9.		9.	21.	26.	36.										
7+11				12.4	24	24.9	25.6	25.8	25.5	25.7	24	19.2									
				-11.6	0.0	+0.9	+1.6	+1.8	+1.5	+1.7	0.0	-4.8									
				75.	55.	53.	9.		9.	22.	27.	36.									
+50				12.6	24.	24.9	25.1	25.1	25.8	24.9	24.	18.7	17.5								
				-11.7	0.0	+0.9	+1.1	+1.1	+1.7	+0.9	0.0	-5.3	-6.5								
				72.	54.	50.	9.		9	28.	33.	45.	50.								
7+12				12.4	24.	24.7	25.8	25.3	25.3	25.4	24.0	23.5									
				-11.6	0.0	+0.7	+1.4	+1.3	+1.3	+1.2	0.0	-0.5									
				66.	47.	45.	9.		9	37.	41.	44.									
+50				12.7		24	24.9	25.1	24.9	24.	21.9										
				-11.8		0.0	+0.9	+1.1	+0.9	0.0	-2.										
				62.		41.	39.		19.	58.	60.										
7+13				13.0		24.	24.	24.3	24.6	24.8	24.	23.6									
				-12.0		0.0	0.2	+0.3	+0.6	+0.8	0.0	-0.4									
				50.		29.	9.		9.	69.	72.	75.									
+50				11.8			24.	24.3	24.5	24.6	24.	21.4									
				-12.2			0.0	+0.3	+0.5	+0.6	0.0	-2.6									
				40.			17.		9	95.	96.	100.									
7+14				11.3	24.		24.5			24.5	25.0	24.0	19.5								
				-12.7	0.0		+0.5	+0.5	+0.5	+1.0	0.0	-4.5									
				36.0	14.		9		9.	126.	130.	133.									
+50				11.4	24.			24	24.2	25.7	24.	21.7									
				-12.6	0.0	0.0	0.0	0.0	+0.2	+1.7	0.0	-2.3									
				33.	14.	9.			9.	161.	165	172.									
7+15				11.2	24			24.	24.3	25.7	26.2	24.	23.4								
				-12.8	0.0	0.0	0.0	0.0	+0.3	+1.7	+2.2	0.0	-3.6								
				36.	14.	9.			102.	171.	205.	210.	216.								

P

1640

H. LINE
FINAL X. Sections of San [illegible]
Material thrown up by Dredge

Hood City

Oct 8/11 41

Sta	Grade	L.	C.	R.
715+50	23.954	11.0 24 24.3 24.6 24.8 25. 11.4 -13.0 0.0 +0.3 +0.6 +0.8 +1.0 -12.6 33.5 14. 9. 15. 40.7		
716		10.8 24. 24 11.2 -13.7 0.0 0.0 0.0 -12.8 30.5 11. 14.5 34.6		
+50		11.0 24. 24. 11.4 -13.0 0.0 0.0 0.0 -12.6 31.0 11.5 14. 34.2		
717		11.1 24. 24. 23.4 11.1 -12.9 0.0 0.0 -0.6 -12.9 31.0 11. 15. 34.8		
+50		11.1 24 24 10.9 -12.9 0.0 0.0 0.0 -12.1 31.0 11. 14. 36.		
718		10.8 24. 24. 14.4 -13.7 0.0 0.0 0.0 -11.6 33.0 11. 16.5 35.0		
+50		10. 24. 24. 14.0 -14.0 0.0 0.0 0.0 -12.0 32.5 10. 16.0 24.		
718+91.1		9.4 24. 24. 11.4 -14.6 0.0 0.0 0.0 -12.8 33.0 10. 13.0 34.6		
719+31.1		9.7 24. 24. 13.1 -14.3 0.0 0.0 0.0 -10.9 33.0 10. 12. 28.0		
719+57.1		8.6 24. 24. 9.6 -15.4 0.0 0.0 0.0 -14.4 33. 10. 13.0 37.8		

1641

H. LINE Survey of 20-foot Reserve Strip.

May 24-28/12. 43

S/S:

H 721+63.15

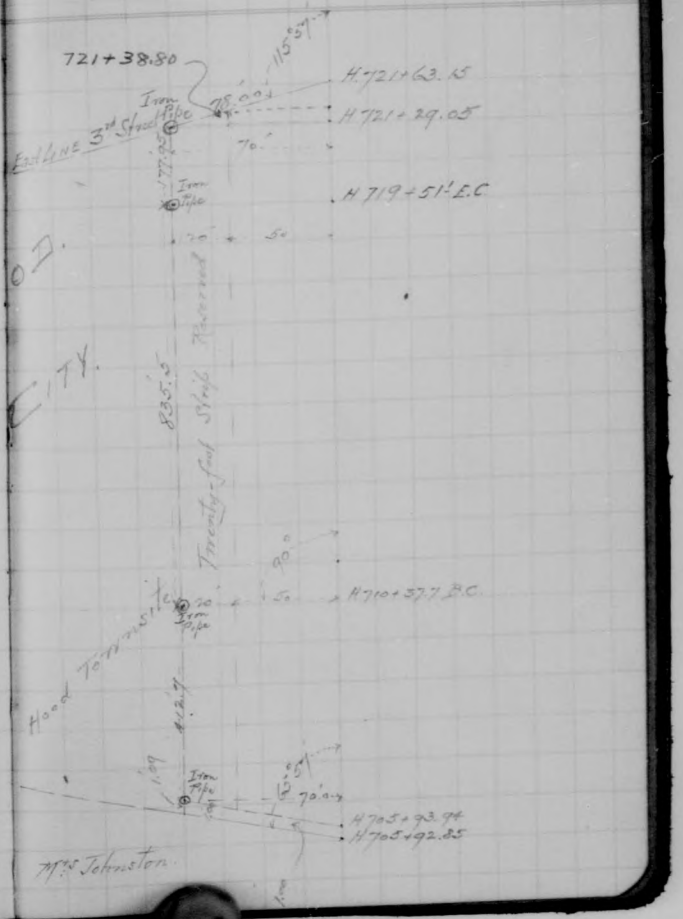
H 719+51.1 E.C.

H. 710+37.7 B.C.

H 705+93.94
H. 705+92.85 Tot's Line

HOOD.

CITY.



1642

H. LINE Survey of Borrow Pit on "H" Line.
Showing Strip to be deeded to Hood Tonnsite Company.

May 24-28/12 44

Sta 0.

738+08.08
738+93.16

Sta 0

738+08.08
738+93.16

52'
89.96
196.8
56'
56'
50'
96.5
56'
H. 719+51.1 E.C.
N. 16° 29½ E
Borrow Pit
355.98
Gammon
Gammon
N. 20° 35' W
547.7

1643

Location of Road on East Side of Dredged Cut through Heath & Dameon Property

S 1/2

489+24 Note: See copy of Notes
488+04 in Transit Book #7, page 52
H.V.N.

487

486

485

483+94.5

483

482+37

482

481

45

Aug. 12, 1911.

End of Road

CENT. LINE S.A.E. Southern

End of Road.

1644

H. LIKE

Sept 27/10 47

X Sections of Borrow Pit after Dredger material dumped.

Sta.		
745+50	Same as before	
746		+5.1 +2.2 +1.7 +0.7 -0.3 67. 70. 100. 115. 176
747		+7.4 +5.7 +5.1 +3.9 +2.2 +1.9 +1.4 60. 63. 70 85. 100 107. 121.
748		+8.0 +6.7 +6.4 +5.0 70. 72. 78 100.

Copied into Book Est Final p. 14. AJS

Note. These readings ought to be substituted for readings in previous notes, as material ran into borrow Pit from Dredger & will be moved by Millard.

Sept 27/10 AJS

1645

Ditch on S.P. Co's Property South of Franklin Road to Ditch Borrow Pit of H LINE

Sta.	Grade Bott of Ditch.
0	3.90
1	3.88
2.	3.86
3.	3.84
4	3.82
5	3.80
6	3.78
7	3.76
8	3.74
9	3.72

Pages 47 To 50 Used In Final Estimate No. 218

48

Meter

from Pipe runs into Sammons Borrow Pit + runs down pit for 1050 feet thence into Ditch.

Ditch 3' wide 1/2-1 Slope Grade - 0.02

+3.7 3.4	+3.7	+3.7 3.4
+3.0 3.0	+3.0	+3.0 3.0
+2.8 2.9	+2.8	+2.9 3.0
+3.3 3.2	+3.3	+3.2 3.1
+4.1 3.6	+4.2	+4.3 3.7
+4.1 3.6	+4.1	+4.2 3.6
+4.1 3.6	+4.0	+4.4 3.7
+3.6 3.3	+3.8	+3.8 3.4
+3.6 3.3	+3.7	+3.8 3.4
+3.7 3.4	+3.8	+3.9 3.5

Final 6-1-12

1646

Oct 6/10

49

Ditch (continued)

Sta.	Grade Bott. Ditch	L.	C.	R.
10.	3.70	+3.6 3.3	+3.7	+3.9 3.5
11.	3.68	+3.4 3.2	+3.5	+3.7 3.4
12	3.66	+3.2 3.1	+3.2	+3.3 3.2
13	3.64	+3.1 3.1	+3.1	+3.2 3.1
14	3.62	+2.3 2.7	+2.3	+2.3 2.7
15	3.60	+2.7 2.9.	+2.8	+3.0 3.0
16	3.58	+3.0 3.0	+3.0	+3.2 3.1
17	3.56	+2.7 2.9	+2.8	+2.9 3.0
18	3.54	+2.8 2.9	+2.8	+3.0 3.0
19	3.52	+2.7 2.9	+2.8	+3.0 3.0
20	3.50	+3.3 3.2	+3.4	+3.7 3.4

FMH 6-1-17

1647

Ditch (cont'd)

Sta.	Grade Bott. of Ditch
21	3.48
22	3.46
23	3.44
24	3.42
25	3.40
26	3.38
27	3.36
27+80	3.34
27+97	

Cattolo 50

L.	C.	R
+3.1 3.2	+3.1	3.1 3.2
+3.1 3.2	+3.1	+3.3 3.2
+3.1 3.2	+3.4	+3.3 3.2
+2.9 3.0	+3.0	+2.9 3.0
+2.7 2.9	+2.7	+2.7 2.9
+2.5 2.8	+2.6	+2.5 2.8
+2.5 2.8	+2.5	+2.5 2.8
+2.5 2.8	+2.5	+2.5 2.8
0-0 1.5	0-0	0-0 1.5

Aug 6-1-12

1648